

# Arizona Republican Editorial Page

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WEDNESDAY MORNING, SEPTEMBER 24, 1913.

A good heart's worth gold.  
—Shakespeare.

## Register

There was a little more activity in the registration for the charter and the bond elections yesterday, but it must become much greater if we are to have a respectable expression of opinion on these two very momentous questions.

The business men are overwhelmingly in favor of the charter, and it is assumed that the women voters also are, that assumption being based largely on their desire for good government, the clean government, the kind which is not corrupted by partisan politics.

If only the women may be induced to qualify for the election, which will be held on October 11, the day will be carried and Phoenix will have a new birth.

But the appeal to register is not directed exclusively at these two classes of voters. It is made to all voters who want to see Phoenix grow.

But what is to be done must be done quickly. There are only six more days for registration.

Register today.

## A National Highway System

The good roads movement is not yet, as many suppose, an organized effort by earnest citizens to secure an improvement of public highways, including transcontinental routes, with trunk lines and linking roads. It is so far, a conglomeration of organizations with the same general object in view. But the organizations are jostling one another, getting in one another's way and working at cross-purposes. The movement is, therefore, one of slow progress.

The National Highways' association is something different. Its first purpose is to bring order out of the chaotic state of the good roads movement and secure an agreement by the many good roads associations upon some plan for securing federal aid.

The president of the National Highways' association is Charles Henry Davis, C. E., of the third generation of a family of highway builders. Mr. Davis, by the way, is one of the active forces of the national progressive party, whose platform contains a strong declaration in favor of federal aid in road building.

The National Highways' association proposes, first, the creation of a national highways commission, and it has prepared the form of a bill prescribing the duties and powers of such a commission, whose first duty shall be to gain, within a reasonable time, complete and reliable data as a basis for a policy. The authority and responsibility of the commission is concentrated in an advisory council similar to that which proved so efficient in the preliminary work of Panama canal construction.

The suggestions of the association beyond this are tentative. It believes that federal aid should be directed to the building of about 50,000 miles of roads, amounting to 2 per cent. of all the highways in this country. The extension of such aid, the association believes, should be made in one of two forms: either the government funds should be apportioned among the states to be expended by them on their own responsibility, or, after the apportionment, they should be expended by the government without state interference. There should be no joint authority.

Of the benefits of a system of national highways, it is unnecessary to speak, in the way of increased production, decreased cost of marketing and reduced cost of living. Speaking of the plan, Mr. Davis says it "is magnificent in its conception. If it can be put into effect it will mean more than all the navies of the seas; it will be more valuable than a dozen Panama canals; it will be more important than anything ever done by any government since the dawn of creation."

The National Highways' association has prepared a map outlining a tentative system which would consist of three main highways across the continent, thirteen trunk highways and forty link highways. The southern main highway, St. Augustine to San Diego, of which the Borderland route would be a section, passes through Phoenix and runs northward from San Diego along the Pacific coast, being joined at Stockton, Cal., by the Santa Fe trunk highway, whose eastern terminus is Kansas City on the central main highway. Another trunk highway is the Missouri-Arizona, whose terminus is St. Louis on the central main highway and Phoenix on the southern highway. Thus, with respect to main and trunk lines, Phoenix is better represented on the map than most other cities in the country.

But for a certain vagueness in the constitution, we would now be in the throes of a state primary campaign.

Yesterday brought the first breath of fall.

## Put Up to the Small Farmer

The American Meat Packers' association yesterday in convention assembled put it up to the small farmer of this country to forestall a meat famine. A few days ago President Bischoff of the association said he didn't want to be placed in the attitude of a pessimist, but he said that the danger was real, and he believed that the American farmer should be brought to realize the menace to the country before dollar-a-pound beef becomes a reality. But the American farmer may not care to be elected stopper of the menace unless there is something in it for him. The menace cannot hurt him and he has no concern in it.

The association complains of the growing shortage of range cattle, and points out to the small farmer that it is his duty to make up the deficiency by raising at least two steers a year for the market. The farmer would doubtless raise two steers a year for the market if the raising of them were profitable. The fact that he has not been raising them of late when prices of cattle have been high and soaring, may be taken as proof that it didn't pay him to contribute to the cattle market. Now, that cattle have been placed upon the free list, whatever may be the effect upon the market, the small farmer will be no more inclined to raise two or more steers for the market than he was when the stock-growing industry was protected against the cheap cattle of Mexico and Argentina.

There ought to have been at any time within the last half dozen years money in the cattle business for the small farmer. There would have been if so much of the profit had not been absorbed by the packer and the retail dealer. The small farmer was not allowed enough of a share to make it worth while to handle the few cattle he could have raised. The larger cattle raiser, though deprived likewise of his just share of the profits, by reason of the large number of his cattle, with the small profit allowed him on each, found the business in the aggregate fairly remunerative.

The packer and the butcher can go a long way toward averting the era of dollar beef by contenting themselves with a smaller profit. In that way, not only would prices to the consumer be held down, but the small farmer would be encouraged to raise cattle.

The present situation does not interest him. He is in no peril of dollar beef. He does not have to buy it. He can raise meat for his own use at a cost very slightly increased over that of years ago. In these circumstances, the small farmer will not allow himself to be elected the savior of the meat-eaters.

The most promising solution of the cattle shortage is in the proposed administration of the public domain as provided in the Lever bill which will encourage the greater and better use of the range by stockmen.

## Canadian Municipal Reform

While not calling it by that name, the city of Montreal is moving toward the commission form of government. The first step has been the reduction of the city council to half its former size. Though this was done voluntarily by the council, there was a public demand for greater simplicity and economy in civic administration. There is said to be a tendency toward the complete abolition of the council and the substitution of a government by controllers.

The reform element is seeking to eliminate ward representation with the object, at length, of electing a small number of aldermen at large and placing each at the head of a department after the manner of the commission form.

The general idea is to get away from the complexities of government which the man outside cannot understand, and to come to a system simple and understandable. The commission form marks a stage along the way, but it is not entirely free from complexities. With its division of authority it is not fully responsive. Hence, we have come to the city manager plan.

"Tender Axle Breaks," is the headline of a dispatch yesterday describing a railroad accident. Still we are in doubt whether the adjective describes the character of the axle or the part of the train.

## BURNED SKIN A DEADLY POISON

For many years the deaths which resulted from severe burns were attributed to shock. Such burns are among the commonest accidents that befall workmen, and their treatment has been a grave problem with the medical profession. Women and children, too, because of the flimsy and inflammable character of their clothing, very often are victims of such burns.

Dr. Pels-Leusden made some researches upon the theory that these burns produced other injurious effects in addition to the shock to the nervous system. His theory was that the sudden destruction of the skin generated a violent poison which was absorbed by the blood and this played a leading part in causing death. He tried experiments in which he inserted portions of freshly burned skin into the flesh of animals where they could be rapidly absorbed. These animals at once presented the symptoms that they would have shown if their own skin had been burned.

This discovery seems likely to revolutionize the surgical treatment of burns. Instead of merely applying germicides and excluding the air by soothing oils and powders, surgeons now place the patient at once under an anesthetic and scrape away all the burned tissue. The exposed surface is then dressed with absorbent cotton to take up the discharges, and the heart and kidneys are stimulated to throw off whatever poison has been absorbed before the operation could be performed. —The World's Work.

## THE REAL REASON

The chairman of the Gaiety Theater company's explanation that the war in the Balkans had affected the attendance at this theater reminds me of what Douglas Jerrold said to a playwright who offered a similar explanation. At the time of the Crimean war the playwright took Jerrold to see his latest play. As they entered the house the emptiness of every part was dimly apparent. The playwright turned to Jerrold and said, "It's the war." "Oh, no, it isn't," said Jerrold. "It's the piece." —Manchester Guardian.

## WHEN DAD WAS A BOY.

Circus Day.

By John T. McCutcheon.



## Patrick Henry

BY HOWARD L. RANN

One hundred and seventy-six years ago today Patrick Henry saw the light of day at Studley, Hanover county, Virginia, a state which has produced more double-decked statesmen than any other. The chief industry of Virginia at this period was producing patriots and domestic tobacco, and it has never had a shortage of either since. As a young man, Patrick did not cut much ice in his immediate vicinity, being rather indolent by nature. He did not care for the music of the law, and never immersed himself in the chores to any extent. His father finally started him in the grocery business, but Patrick was short-changed so often by an honest yeomanry that his stock dwindled away to one defunct codfish and a collection of copper-riveted book accounts. He then tried farming, but on account of neglecting to test his seed corn he failed in a very abrupt and expensive manner. Having noticed that the law offered light and pleasing employment to nearly three-fourths of the male population, he learned the trade in about six weeks and put on the market a brand of eloquence which hypnotized every trial jury he came in contact with. There was quite a sentiment among the colonists in favor of raising their own postage stamps and Oolong tea, and Patrick Henry was chosen to make a few remarks calculated to remove the blase look from the face of George III. In order to do this, Patrick had to look up some harsh and bristling words, which he hurled at King George in a smoking condition, winding up with the sublime phrase—"Give me liberty or give me death." A gentleman of Hanover county, who has a retentive memory, declares that in this speech Patrick Henry made old Demosthenes look like the short end of a high school debate. After serving as governor for a couple of terms he returned to the law and died in the harness. Patrick Henry was not a self-seeker or a time-server. He refused a cabinet portfolio, a United States senatorship and a French ambassadorship, and never held any office which did not come up behind him and throttle him before he could get away. He died on June 6, 1799, at the age of sixty-four years, but he lives in the hearts of his countrymen.

## THE ARMY OF UNMARRIED

According to census bureau information, 17,000,000 of our population are unmarried, which means thirty-nine of every 100 men. The number divides thus: Men of 20 years of age and upward, 8,102,000; women 15 and upward, 9,000,000. At least 5,000,000 of these men are capable of assuming the responsibilities of matrimony. It is argued that married men live longer and better lives than unmarried, on the whole, and surely any woman in the land will tell you that the fair are always fairer if wedded.

Since the married state is the normal condition of life, perhaps it may not be necessary to resort to statistics to prove that the married men as a rule live more evenly, more soberly, and, therefore better than the unmarried. When the census bureau official attempts, however, to lure men into marriage with the argument that "there was never a time when the comforts and luxuries of life were so easily within reach of all as now," he must take his own case and fight it out.

In all seriousness, as most people realize, this very question of the ease with which the comforts and luxuries of life are reached enters into the economy of the matrimonially inclined man. Seventeen million unmarried men and women may be too many for our nation, and there is small doubt that the number would be less if more men could only see the practical side of that sweet old theory that "two can live as cheap as one."

## Mother Eve

By WALT MASON

With leaves of figs and harks and twigs Eve built herself a garment; "ah," this will check the rubberneck," she murmured, "drat the varment!" With modest taste around her waist she tied the home-made apron; she understood that it was good and through the woods went capering. She had no looks on woman's looks, no fashion plates distressing; she was not dense—her own good sense inspired her in her dressing. And Adam gazed on her amazed, and cried: "G'd dern my galways! Without a crown to buy a gown, she's looking scrumptious always!" In modern times dames have the dimes to buy all kinds of dresses; they're anxious found to jog around in little but their tresses. Transparent rags clothe withered hags and maidens young and tender; and jeers and sneers assail the ears of modesty's defender. Alas that we should togged out by Frances' shameless rosters; we well may grieve that Mother Eve had more sense than her daughters. Some day the dame who shows her frame and every joint, by golly, will wonder why the gods on high allowed such crazy folly.

## EXCHANGE OF COURTESIES

The shades of night were falling fast When through an Alpine village passed A youth who bore 'mid snow and ice A banner with the strange device, "Maud Muller."

Maud Muller, she returned, they say, The compliment one summer's day, That day she raked, instead of hay, Excelsior.

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